

DIVING FOR DEAD.

Search for More Victims of New York Central Wreck

PROVES TO BE FRUITLESS.

The submerged cars are thoroughly examined by divers but no more bodies are found—Engineer and fireman must have met instant death and their remains washed away—Description of the disaster by a cool-headed sleeping car porter—Revised list of the dead and injured—The wrecked cars burned.

GARRISONS, Oct. 25.—Had it not been for the fact that torrents of rain poured down all the afternoon, the New York Central railroad would have had an excursion upon their hands larger than any for many years. As it was, train load after train load of curiosity seekers landed at the stations near the wreck and walked through the drenching rain to stand and stare at the burning embers and mangled cars. Of the sixteen dead who lay in the coroner's office at Cold Springs, eight were hither foreigners, whose names or residences meant scarcely anything to the general public and yet six of those eight were identified and claimed long before any person had come forward to inquire or seek for two well dressed and evidently very respectable white women, the only women killed in the wreck. The sixteen bodies that were held at Cold Springs for identification and the claim of the relatives were divided between the two undertaking establishments. All day long these places were besieged by crowds of the curious, but only those who might in any way establish the identity of the victims were admitted to look upon them.

The first body identified to-day was that of Samuel Williams, of Buffalo, who died after being taken out of the wreck and while on his way to the Peekskill hospital.

The body was removed from Peekskill to Cold Springs last night and this morning was identified by the man's brother, Henry C. Williams.

Early in the day the Chinamen, who it was supposed would have to be buried at the county's expense, were for the most part identified by fellow countrymen from New York.

Most of the Chinamen lived in New York. Chin Lee Song and Chin Fong Hop were brothers, who lived in San Francisco and were on their way to New York, to live, being in charge of their father, Chin Quong Hon, of 15 Mott street, and who is now among the injured in the Peekskill hospital. Hoo Wuh, fifty years of age, and for a number of years a resident of New York, was on his way home from a visit to San Francisco. The bodies will be taken to New York for burial. This afternoon George C. Green, of Buffalo, general counsel of the Lake Shore railroad, arrived at Cold Springs and identified his nephew, Edwin A. Greene, of Chicago. He said that the young man who was thirty-two years of age, had called on him in Buffalo a few days ago, being on his way to New York. The body was today shipped to Binghamton, where Edward's mother lives, and where he will be buried. One of the two women was identified this afternoon as Mary Lindman, of Utica, N. Y. She was identified by her husband, Robert Lindman, a tailor, who said that his wife left home on Saturday night to go to Croton on a visit to her mother, Mrs. Lindman's maiden name was Mamie Miller. She left Croton some time ago and has since lived in Utica, where she was married to Lindman in August last. She was but twenty-four years old and was a good looking woman. Her husband was very much affected when he saw his wife's dead body.

William S. Becker, of Newark, was identified by his brother, Nicholas, of Auburn, N. Y. He was thirty-eight years old and leaves a wife and two children.

Archie Boyd, an actor, who was reported missing, was seen by The Associated Press representative for hours after the accident occurred, on a train that passed this point.

Stories current to-night that some parts of the wreck caught fire after the accident, were declared to be untrue, as are also the rumors that two bodies had been found near Peekskill.

None of the injured is known to be in a serious condition to-night all are doing well.

SCENES AT THE WRECK.

Diving for the Bodies of the Dead—Further Details of the Disaster.

GARRISONS, N. Y., Oct. 25.—The gray day dawned, twenty-four hours after the frightful happening of yesterday, broke upon a scene of greater litter and property destruction than yesterday's sun and last night's torchlight displayed. The weary gangs of wreckers were relieved early this morning by fresh ones and the work of getting the chains from the derricks upon the submerged cars was vigorously prosecuted. As the wreckage was pulled from the bottom of the river and placed on shore it added to the picturesque though distressing sight.

When the wreckers got sufficient tackle on the sleeping car Glen Alpine to drag her up there was much excitement and speculation, as it was believed that there must surely be some bodies in this car, the most deeply submerged of the lot. When the car had been placed on the scow and the water had run out of it a searching party went through, and to the relief of the railroad officials and everybody near, not a body was discovered. Some curious things were found, however, which tends to make the escape of the passengers in this car most miraculous. Not only were the blankets and curtains thrown down and jammed into the front of the car, but seat bottoms, which at night serve as bed bottoms, the mattress and pillows and every movable thing in the car had been jammed from side to side and from end to end of the car in a manner that would seem to almost preclude the possibility of any person in the car escaping. It is believed, however, that all in this car escaped, and as there were a full score of handbags and satchels in the car there may have been that number of passengers.

Some of the people in the vicinity and the hotel keeper at Garrison say that they helped dress some of these people, but the supposition is that the majority of those who escaped with their lives and not their baggage were taken care of by the passengers in the sleepers that remained on the track, and when taken to New York city were provided with clothes by the railroad people. In the state room of this car were a bride and groom who escaped with the others. Just to the rear of the Glen Alpine was the car Hermes, which in the plunge

left its trucks on the tracks and landed flat on its bottom in the river, but only in about three feet of water.

A GRAPHIC STORY.

The porter of this car, William Patterson, an intelligent and cool-headed man, tells the most graphic story of the wreck and one which will probably be found to be the nearest lucid explanation of how so many sleeping people were miraculously saved from death. He related the story to Col. Ashley W. Cole, the president of the state railroad commission, who is making an investigation. He said:

"Just before the accident I was awakened from a doze by the slowing up of the train and I got up, thinking we were nearing Peekskill. I looked out of the window, and just as I did so there came a crash and the leap of the car toward the river. I was thrown to the floor, but getting up in a hurry I seized a hammer and rushing outside, broke all the windows on the shore side and in a few minutes had gotten my twelve passengers out. I am positive every one got out, because there was only a foot of water in the car at the time. When all my passengers had gotten out we began to look out for the others. The car Hermes was just ahead of mine and had plunged into deeper water, so that one end was completely submerged while the other was against the end of a trestle and a trifle higher, saw the people climbing out of the high end and am quite positive that before the car settled into deep water we got everybody out. Some of the people were scantily dressed. They hurried away to the other cars and I think went to New York.

"After we had gotten out all the sleeping car passengers we saw some people from the combination car swimming in the river and we helped them to safety. I am afraid that though some people were liberated from the other cars all right, they were drowned because of the cold water cramping them."

DEAD AND INJURED.

A revised list of the dead and injured is as follows:

The dead: Thomas Reilly, of St. Louis, Mo.; W. H. G. Myers, Passaic, N. Y.; E. A. Green, Chicago; Giuseppe Paduano, New York; W. S. Becker, New York; Samuel Williams, Buffalo, N. Y.; A. G. McKay, private secretary to General Superintendent Van Etten; John Foyle, engineer, East Albany; John Q. Tompkins, fireman, East Albany; Mrs. Robert H. Landsman, Utica, N. Y.; Lee Song Chin, San Francisco; Fong Hop Chin, 29 years old, brother of Lee Song, San Francisco; Quong Hop Chin, New York; father of Fong Hop and Lee Song; With Hoo, New York; Tong Sing Lee, 17 Mott street, New York, merchant.

The injured: E. O. Parrish, conductor, severely bruised; Frank J. Degan, New York, badly bruised and face cut; Herman Acker, baggage-master, Peekskill, bruised and head cut; Shaw, express agent, New York, slightly bruised; John E. Ryan, 294 Barrow street, Jersey City, badly lacerated arm and leg, in hospital at Peekskill; Clarence Morgan, Aurora, N. Y., broken shoulder, in hospital at Peekskill; W. S. Langford, Bayonne, N. J., body bruised; Charles Buchanan, of New York, laceration of hand and arm; John Flood, laborer, of Lockport, N. Y., head and arm cut; John Smith, American express messenger, injured internally; three Chinamen, badly cut and bruised.

None of the injured is expected to die. The bodies of McKay, Engineer Foyle and Fireman Tompkins have not yet been recovered.

The coroner's jury will meet on Tuesday night to conduct an investigation. In the meantime the railroad commissioners and officials of the New York Central railroad are also investigating into the cause of the disaster.

T. Parsons, who was thought to have perished in the railway disaster at Garrison's yesterday, is at his home in Brooklyn. He sustained some painful bruises but was not seriously hurt.

The injured from the wreck who were taken to the Flower hospital in this city are all doing well. There is no probability that any of them will die from their hurts.

NO MORE BODIES FOUND.

At 3 o'clock this afternoon the wrecking crew made another search for the bodies of the engineer and fireman and Superintendent Van Etten's clerk, Mr. McKay. When the diver came up, after twenty-five minutes, he said: "I could find no trace of any of the missing men, and I don't believe they are near the engine. I should say that if they did not jump, and it looks as if they did not have time, that the rush of water through the cab was so fierce that it fairly swept them out of it and drowned them quickly. I would not be surprised if they were half a mile or a mile beyond the engine."

Thousands of persons, most of them women, visited the scene of the wreck to-day, standing for hours in the drenching rain.

The crowd became so large that it was necessary to rope in all the space from which the tracks had gone into the river.

At 6 o'clock to-night but for a few burning embers and twisted rails it would be difficult to detect any signs of the wreck. Division Superintendent McCoy decided that none of the cars would be fit for use again and that with the exception of the cushions there was nothing worth saving. The torch was applied to the day coach and the combination smoking and baggage car. The work of raising the sleeping coach Hermes proceeded slowly, and it was not until 1 o'clock that it was floated on a transport. While being raised the trucks gave way and fell with a crash into the river. The car was towed down the river and deposited on the bank, where it was destroyed by fire. The last coach of the ill fated train, the Niobe, was gotten out of the water at 5 o'clock and also burned. The express car is three hundred yards below. No attempt will be made to raise it until to-morrow morning. All day a large force of men has been at work building the tracks. The north bound track was moved over five feet east, a firm bed composed of sand, gravel and broken stones having been prepared for it. The track has also been planned for south bound trains. Superintendent McCoy thinks the two tracks will be in operation by to-morrow night.

A Facit From Justice.

ATLANTA, Ga., Oct. 25.—Harry A. Casan, ex-bank cashier, is a fugitive from justice. When his case was called in the criminal superior court this morning, he did not respond. Casan was indicted last spring for embezzling \$1,000 of the funds of the Georgia Loan, Savings & Banking Company, a corporation of which he was cashier. He gave bond in the sum of \$10,000, which was signed by Barker F. M. Coker, of this city, whom it is said was indemnified against loss by the father-in-law of the young banker.

It is said that Casan is now in South Africa and that he is doing well in a business venture in which he is engaged.

WILL MEET THEM.

Spain in Its Reply to the United States Note

WILL CHARGE THIS COUNTRY

With Failure to Observe the Requirements of the International Law in the Matter of Preventing Filibustering—The State Department will Retaliate by Claiming that it has Cost the Government \$2,000,000 to Patrol the American Coast—Would have been Cheaper to Blockade the Cuban Coast.

WASHINGTON, Oct. 25.—It is doubted among officials that the basis of the Spanish reply to Mr. Woodford's note would be the charge that the United States had not observed the requirements of the international law in the matter of preventing filibustering. In this case the state department will have some pertinent facts to present, which, its officials believe, will completely alienate from Spain any sympathy she may have attracted from other European nations on that score. It is asserted positively that in no single case where the Spanish authorities have brought to the attention of our government the fact that an illegal expedition was about to start from our shores for Cuba has it neglected to use all the means permitted by our laws to prevent the start.

One official roughly estimated the expense the United States has been put to to protect the Cuban coast for Spain at about \$2,000,000. This is probably a large estimate, but one naval officer who is thoroughly cognizant of the strain put upon the department by the patrol, stated that it would really be cheaper for the United States to send a fleet to Cuba and blockade the coast there against incoming filibusters, than to try to stop them on our own extensive coast line.

Up to the close of office hours to-day Spain's reply on the Cuban question had not reached the President or state department. It was stated also in other quarters, by those in a position to know what had occurred at Madrid, that the answer had not been delivered to Minister Woodford up to to-day. It has been approved by the cabinet, however, and is to be communicated to Minister Woodford late to-day or to-morrow.

Will Embarrass Blanco.

MADRID, Oct. 25.—A dispatch just received here from Havana has caused considerable stir in political circles. It declares that the opponents of autonomy are seeking to create difficulties for Marshal Blanco, who succeeds Gen. Weyler as captain general of Cuba, adding that the situation in the island is the same as it was six months ago. The dispatch further states that the military operations of the Spaniards are suspended; that troops are solely employed in guarding the railroads and that it is estimated that 40,000 soldiers are on the sick list. Finally the dispatch asserts that the Spanish government has cabled Gen. Weyler, the retiring captain general of Cuba, instructing him to await the arrival of his successor, Marshal Blanco, before embarking on his return to Spain.

The dispatch says that the financial situation in Cuba is frightful; that commerce is paralyzed and that the autonomist committee is not in accord with the members of the autonomist party.

WORST DAY YET

In Yellow Fever Situation at New Orleans—Eleven Deaths Reported.

NEW ORLEANS, Oct. 25.—Numerically this has been the worst day yet of the fever situation here. As early as 7 o'clock this evening the score of the board of health showed a total of fifty-two new cases, and there had been deaths to the number of eleven. Heretofore the highest number of deaths in a single day has been nine. It is generally agreed here that the house quarantine is not accomplishing the results expected. When the fever first broke out, efficient action was taken, but the fever might be restricted, but to-day there is no quarter of the city that has not reported cases, and the germs are being spread.

JACKSON, Miss., Oct. 25.—The state board of health in its official statement to-night chronicles new cases of yellow fever as follows:

At Raymond one; Edwards one; Bay St. Louis six.

The latter place reports one death to-day. The sick at Edwards are nearly all convalescent, and reports from all sections show a decided improvement in the situation.

MOBILE, Ala., Oct. 25.—Seven new cases, one death and four recoveries were the report published by the board of health this evening.

ATLANTA, Ga., Oct. 25.—Dr. Alexander, president of the board of health, issued the following bulletin to-night for the Associated Press:

"To satisfy inquiries which have been made from many quarters to-day, I wish to say officially that there is but one case of fever in Atlanta, that of the refugee Commer, from Montgomery, who is improving. Absolutely no fear of a spread is felt here."

MONTGOMERY, Ala., Oct. 25.—The board of health officially reports four cases to-day. Previously reported fifty-six. There was one death to-day after the official report was made—Mrs. J. F. Suggs.

Pennsylvania Forest Fires!

GREENSBURG, Pa., Oct. 25.—The fires in the mountainous region in the vicinity of Laurelville, were still raging this evening. The people living along the course of the fire are panic-stricken. On Saturday night it was believed that the worst had passed and even then many thousands acres of timber had been burned. A terrific wind Sunday evening started the fire anew and now the loss is estimated at \$150,000. There are still several thousand acres of the most valuable timber on a direct line with the fire, besides several houses and barns. There is, it is believed, will have to go. The hillside along both sides of the Youghiogheny river for a long distance are burning.

Fraudulent Warrants.

WASHINGTON, Oct. 25.—Over \$90,000 of alleged fraudulent warrants on the United States treasury on account of the Creek Indian nation in Indian territory have been discovered by government authorities. The alleged fraud was perpetrated in connection with the payment of the "Creek Indian nation debts, and only the barest details have reached here.

CAPT. RAY'S REPORT

On the Situation in the Alaskan Gold Fields—Military Posts.

WASHINGTON, D. C., Oct. 25.—Captain Ray makes some interesting statements in his report to illustrate the condition of affairs among the gold seekers in the Klondike, and because his reports are strictly official they are entitled to weight. He favors the enlistment of twenty Indian scouts, who, he says, would be valuable as guides, boatmen and hunters and would secure the friendship of the natives.

Circle City, the other point considered, is as a post practically abandoned now, he says, and its re-occupation extremely doubtful. He says there is no reason why horses cannot be successfully employed for transportation, but also suggests that one hundred reindeer be sent for winter use. Of the settlements within the territory but few can be called permanent and new interests will necessitate many changes. Several settlements have already passed away when new mines were discovered. Rampart City had a population of about three hundred and fifty on the seventh of September. The city of Weare was represented by four spruce logs crossed for a foundation for a cabin. The captain says it is a central location and practically the head of navigation for river boats drawing more than five feet of water. Forty mile and Birch creeks were abandoned when gold was discovered on the Klondike. Speaking of mining operations, he says the dense growth of forest and means makes prospecting and development slow. Miners agree having discovered valuable leads of low grade ore, but the present high price of provisions bars the workings of placer or lodes that do not pay more than an ounce per man per day. Up to the time the boats fail to pass the bar at Fort Yukon, he estimates that from the boundary to the sea there were about 1,200 people not including those stranded at St. Michaels.

The captain discusses several new routes and says he is reliably informed that from Cook Inlet via the head of Copper river will be the shortest and most practicable for railroad communication with the open sea. Up to the present time the laws in the country have not been so strict as to do the work of the law for enforcing them; all disputes are settled by miners' meetings. Part of his scheme is for military government of the northern territory.

Ell Gage, who had just arrived from Dawson, reported that the supplies and stores at that place were very low and nothing had been delivered there by either company since August 18, except one large load of liquor and boots. In a supplemental report, Captain Ray notes the arrival of the transportation company's steamer, Weare, with a cargo of two hundred tons of provisions. The captain says she is the last boat to have come from the coast since the company's boats were destroyed by the Indians. He says, there will be six hundred tons of provisions at Fort Yukon and he will do what he can to assist in forwarding supplies and to protect the caches from raids. There were one hundred and thirty people at Fort Yukon and much dissatisfaction among them over the failure of the transportation company to forward them to their destinations. Writing on the 16th instant, Captain Ray says:

"There have been many threats and some show of arms to-day, but I believe it will be settled without violence as Ell Gage has just arrived and made favorable concessions."

"There are several people without food and money. I understood the steamer will carry the most of them down to St. Michaels, but this element will become a serious factor after navigation closes and they continue to come down the river."

SECOND TRIAL

Of the Big Chicago Sausage Maker May Begin This Week.

CHICAGO, Oct. 25.—There is a possibility that the second trial of Adolph L. Luetger, the alleged wife murderer, will begin this week. State's Attorney Deneen said to-day that unless the defense asked for a continuance and still persisted in their demand for the release of the prisoner on bail, he would put the case on the trial calendar Wednesday. The state's attorney does not know what judge will be selected to hear the second trial. Judge Horton has been suggested and the case may come up before him. "The second trial will not be so long as the recent trial was," said State's Attorney Deneen. "We know the defense now. We are also better prepared with our own evidence and there is much of it that was submitted during the trial just ended that will be omitted on the new trial. We have considerable important new evidence which we will introduce. But now that we know the situation thoroughly the progress of the new trial will be more rapid, but none the less interesting than the first trial. We shall not consent to bail, and if the defense will not ask for a continuance the trial will proceed as indicated."

State's Attorney Deneen will insist that something be done in the Luetger case this week. He does not intend to permit the defense to spring upon him the technical assertion that Luetger has been in jail four terms of court without a trial and is therefore entitled to his discharge. With the close of the present week four full terms of the criminal court shall have elapsed since Luetger was indicted. As the case now stands the same as if no trial was had, the prosecution fears the defense may next week urge that Luetger has been in jail four full terms of court without trial and ask for his release upon this technical construction of the law.

Don't Expect Trouble.

Special Dispatch to the Intelligencer.

CHARLESTON, W. Va., Oct. 25.—Governor Atkinson was interviewed late to-night, upon the reported trouble in the upper Kanawha coal fields. He stated that Labor Commissioner Barton was here to attend to his regular duties, and did not expect any trouble. He said that in that section there had been idle for many months will be re-opened, and if the miners don't go to work their places will be supplied by help from Ohio and Indiana. Governor Atkinson does not expect any trouble, but he will protect the state at all hazards.

Old Enough to Know Better.

NEW YORK, Oct. 25.—Mrs. Ellen Peck, the noted confidence woman, who has lately made her home at Sparkill, N. Y., was to-day convicted in the court of general sessions of having in June last, by false representation, secured \$300 worth of diamonds from a New York jeweler, for which she never paid. The prisoner, who is 67 years of age, was remanded until Friday for sentence. This is her second conviction in this part of the country.

FAMINE STALKS

In Many Parts of Ireland Owing to Failure of Crops.

TWO SIDES TO THE QUESTION.

The British Government Claims that the Matter is Being Exploited by Politicians as an Argument Against the Administration of Irish Affairs—Clergy Maintain, However, that Distress is Real and Great Suffering Attended by Dismal Consequences is Bound to Ensnare Unless Speedy Measures of Relief are Adopted.

Correspondence of the Associated Press.

DUBLIN, October 14.—There are two sides to the question of the famine in Ireland. One side is that of the government, which alleges that the famine is exploited by politicians as an argument against the administration of Irish affairs. The other side, held by many of the clergy, politicians and people, is that it is certain that there will be great distress throughout large sections of the country.

A meeting of Roman Catholic prelates was held at Maynooth this week, and those present adopted resolutions that the archbishops and bishops of Ireland deem it their duty to submit to the government a statement of their conviction, formed on the personal knowledge of seven members of that body, that the failure of the potato and cereal crops in many districts, particularly on the southern and western coasts, must lead to great distress, and unless speedy measures of relief are adopted, to disastrous consequences.

From delegates who were present at the convention of the Independents at Dublin this week, details of the situation were learned. It is particularly bad in the middle and west Cork districts, south of Ireland from Macroom to the borders of Kerry, including two congested districts. Meetings are being held, the parish priests presiding, to urge the government to start relief works before the people reach the point of actual suffering.

The district of Bantry, where the greatest suffering occurred in 1847 and 1848, is as bad as the Cork district. The potatoes are practically exhausted already. In middle Cork and along the southern coast there is not more than a quarter of the usual crop. It is said that a very small percentage of the farmers in these districts have saved their potatoes, and those saved are reported to be so badly diseased that when eaten they produce "Irish cholera." It is feared that the supply of food will be exhausted before the new year. The other crops are bad. The laborers are worse off than the farmers, because now that the crops are harvested they have no expectation of work until the spring.

The government officials insist upon keeping themselves fully informed regarding the conditions prevailing, and will be able, apparently, to cope with the distress, but they say they are unable to announce at this time what districts or how many people will be affected.

J. B. Dougherty, assistant under secretary of state for Ireland, discussing the situation with a representative of the Associated Press said there would undoubtedly be suffering, but he added that the predictions of a famine similar to that of the great years were "the merest rubbish." He added:

"There are several counties on the west coast of Ireland where the people have had an exceedingly hard time to attain their support under the best conditions and it requires but a small push to send them over the line, so that with a small falling off of the crops they will be obliged to accept aid. This will be the case in parts of the west coast. Two circumstances, however, will prevent a recurrence of famine in Ireland under any circumstances, namely the increase of railroad facilities, since 1848 and the fact that the people no longer depend entirely upon the potato crop."

The government is keeping informed on the situation and is fully able to handle any suffering which may arise." In conclusion, Mr. Dougherty left it to be inferred that relief works would be inaugurated, although he did not say so.

Attrocity by the Czar.

BERLIN, Oct. 25.—The refusal of the Czar and Czarina to receive the Grand Duke and Grand Duchess of Baden, at Darmstadt, after the latter had intimated to their Russian majesties a desire to visit them, is vigorously criticised by the German press. The government issued orders to-day, forbidding the telegraphing of any comments on this subject and its gravity may be gauged when it is added that many of the German newspapers regard the occurrence as an insult to the whole nation, as the Grand Duchess of Baden is a daughter of Emperor William I.

Oil Fires in Russia.

ST. PETERSBURG, Oct. 25.—A dispatch from Baku, on the peninsula of Apsheron, on the west coast of the Caspian sea, one of the centers of the great oil producing regions in European Russia, says that the petroleum spring fire which broke out at Romany, a suburb of Baku, on the night of October 17, and which quickly spread to other springs in the vicinity until the whole valley was a sea of flame, has just been quenched. Many springs and bore holes have been destroyed and the total loss is estimated at 1,000,000 roubles. It is reported that another fire has broken out in the naphtha wells at Bibigabat.

Bubonic Plague.

BOMBAY, Oct. 25.—It is officially announced that an outbreak of the bubonic plague has occurred in the Jalandhar district of the Punjab. The village of Kharkhalan, the seat of the infection, has been cordoned. In the hospitals of Feroke, two hundred and ninety-four cases of the plague are being treated and physicians are attending to one hundred and fifteen cases of the plague in the Bombay hospitals.

Rome Did Not Interfere.

ROME, Oct. 25.—Cardinal Rampolla authorizes the denial of papal intervention in the case of Prof. Schroeder, of the Catholic University at Washington and states that the matter is entirely in the hands of the bishops.

Will Meet in Parkersburg.

CHAMBERSBURG, Pa., Oct. 25.—The Presbyterian synod to-day discussed the judicial committee's report and referred the appeal against the Redstone presbytery, vindicating Rev. H. C. White, back to the presbytery after a bitter debate. Parkersburg, W. Va., was selected as the next place of meeting. The report on education showed that twenty-seven per cent of the churches contribute to the board. Fifty-eight men are being educated for the ministry, nineteen of whom are at Lincoln University.

AMERICAN CITIZEN IMPRISONED

By Order of President Zelaya, of Nicaragua, Without a Trial.

MANAGUA, Nicaragua, Oct. 11.—John Augustine, an American citizen, was arrested at San Carlos, at the mouth of the San Juan river, on September 24, by order of President Zelaya, brought here without any pretense of a trial, and imprisoned in the penitentiary. Mr. Augustine was formerly United States consul at Bluefields, Mosquito Territory, and is at present in charge of the navigation company's steamers on the San Juan river. About October 5, when the fact of Mr. Augustine's imprisonment became known to us, Minister Baker, who wrote to President Zelaya on the subject, with the result that the prisoner was allowed to leave the pen on parole with orders not to leave the city of Managua.

The facts in the case seem to be that the government of Nicaragua several days previous to the arrest of Mr. Augustine had forcibly taken possession of the steamers of the navigation company and was running them to suit itself. Mr. Augustine requested the Nicaraguan military officer commanding at Fort San Carlos, to telegraph to the company for instructions. But instead, it is asserted, this officer telegraphed something to his superior officer, which caused an order for the arrest of Mr. Augustine to be issued, "whether he is a citizen of the United States or not."

UNION PACIFIC FORECLOSURE.

The Sale Will Be Postponed Until After Congress Meets.

NEW YORK, Oct. 25.—The Union Pacific reorganization committee made the following statement:

The attorney general has notified this committee that he proposes to ask the court for an adjournment of the foreclosure sales of the Kansas Pacific and Union Pacific railway property to December 15, so as to postpone final action until after Congress shall have met. This action is no doubt taken to free the administration from embarrassment.

The reorganization committee has, however, reached the conclusion that the interest of the security holders, represented by it, and of the syndicate furnishing the funds to finance the reorganization, demand reorganization without any further delay. In this situation the committee contemplates, so as to gain prompt possession of the Union Pacific line, to oppose any adjournment of the sale of the main line and to bid it in, if need be, for the full amount of the government's claim, the additional sum involved in this being twelve million dollars.

As to the Kansas lines, the foreclosure of the first liens upon the subsidized division of the Kansas Pacific railway will be energetically pressed and when those foreclosures shall have been accomplished, the reorganization of the Kansas Pacific lines will be completed as claimed.

Allotments made under the plans to Kansas Pacific holders and amounting to about fifteen million dollars in new bonds and twenty millions in preferred stock will remain reserved for the reorganization of the Kansas line.

The amount of new first mortgage bonds to be issued for the purpose of the reorganization of the Union Pacific main line will not exceed seventy million dollars, and of preferred stock fifty-five million dollars.

No change in the plan of reorganization is involved in the foregoing.

B. & O. WILL DEFAULT

On Three Payments of Interest November 1, and Meet Others.

BALTIMORE, Md., Oct. 25.—The Sun states that semi-annual payments of interests on securities of the Baltimore & Ohio railroad which are due on November 1, have been decided upon by the receivers. There will be a default on three payments due on that date.

The securities upon which payment of interest will not be made are:

First mortgage five per cent bonds of the Baltimore Belt railroad.

First mortgage 5 per cent bonds of the Akron & Chicago Junction railroad.

Five per cent bonds of the Newark, Somerset and Statesville railroad.

The securities upon which interest is due November 1, will be paid are:

Main line sterling 6 per cent loan of 1874; Baltimore & Ohio equipment bonds, series 8; first mortgage 5 per cent bonds of the Confluence & Oakland railroad; first mortgage 5 per cent bonds of the Baltimore & New York Railroad Company.

It is explained that the default on the Belt railroad mortgage is due to the fact that the receivers have in hand the receipts from only two months' operations to pay six months' interest. The receivers took charge in March, 1896, and the money was advanced to pay the interest due in May, 1896. This policy of advancing funds has been stopped and only the receipts from the operations of the property are now available for interest payments. Default in the Akron & Chicago Junction is explained in the same way.

BIO TIDES

On the Atlantic Coast—Many New Jersey Villages Flooded.

MILLVILLE, N. J., Oct. 25.—The big tides in the Maurice river have flooded all the oyster houses at Maurice river station and Bivalve and several houses have been blown over on the meadows. The oyster boats are dragging on the meadows and much damage is being done to the vessels. Telegraph wires are all down and the people are moving their furniture out in boats.

The Ocean City, Sea Isle and Maurice river branches of the West Jersey railroad are all submerged.

HIGHLANDS, N. J., Oct. 25.—Owing to the heavy wind and sea to-night the fishing village of Seaside, formerly Parkertown, is under water. The villagers are rowing through the streets in boats. A large piece of Kay's new bulkhead was washed away and